

HAWAII TEAM IS STRONG IN PRACTISE GAME

Meets McKinley High School
Team in Scrimmage Last
Night at College

The College of Hawaii and McKinley high football teams had a scrimmage on the college field yesterday afternoon. It was the first real experience of the year for both teams, and brought many surprises to the witnesses. Each team did excellent work and profited a great deal by the opportunity.

Although Cowan and Wung were able to be present on the line, their places were filled by raw material that ought to stand up well against Punahou in the game of October 6th. The game started with the following line-up: At left end: Kinnabie, left tackle; Denison, left guard; Chalmers, center; Hayseiden, right guard; Kuwamoto, right tackle; Iwanaga, right end; Ballentine, quarter; Konz, left half; Frank Lee, right half; and Bromley full.

As the game progressed, King went in to center; Char to quarter, and Eddie Bryan, the find of the season, to left tackle. Bryan played a fast and snappy game, and is a strong feature in the line that Punahou will have to reckon with in the opening game. Char also showed up very well at quarter.

Line bucking was the feature of the scrimmage, it being thought best to prepare a scheme of play in readiness for the opening game, as Captain Brashe's injuries will probably keep him out of the first game and there is no one to depend on for passes in his place.

Char repeatedly smashed through the line for good gains. However, McKinley's line held up their positions in good shape, and their backfield proved fast and reliable.

Fort Shafter Notes

(Special Star-Bulletin Correspondence.)
FORT SHAFTER, Sept. 29.—The Signal Corps, at Fort Shafter, has been charged from platoon into a motor company, and the strength of the company increased from 50 to 145 men, consequently there are about 45 vacancies. Applications are coming rapidly for transfer from the other lines of the service. Orders have already been issued for all the horses in the company to be turned in on account of the issuance of motor transportation to take the place of the animals. The chief signal officer will issue from his office 13 motor trucks, each weighing one and a half tons, 13 motorcycles with side cars, etc., and one five-passenger touring car, thereby insuring a full equipment in motor vehicles.

As a result of a competitive examination (under provisions of Circular 2, OCSA, June 1, 1917), held at Fort Shafter, from September 18 to 21, inclusive, and approved by Major J. E. Douglas, the department signal officer at that time, the following appointments, promotions and reductions have been made in this organization: Sergeant First Class John E. Johnson has been promoted to master signal electrician, taking the place of Master Electrician Peyton, who has been discharged. Clarence Sawyer has also been appointed a master signal electrician, filling an original vacancy. Sergeants Perthold A. Moeller and William Moe have been advanced to the rank of sergeants first class, filling the vacancies caused by the promotions of Johnson and Sawyer respectively to be master signal electricians. Frederick C. Brunner, Arthur F. Kelland and Elmer Fordice, who were formerly sergeants, have also been advanced to the grade of sergeant first class, thereby filling original vacancies. Private First Class Harold W. Rich was made cook, which place was an original vacancy, and Cook Sol Silver is on his own application returned to the grade of private first class. These appointments went into effect September 22.

The following promotions were recommended to the department signal officer Major J. B. Douglas and were approved by him: Corporals William J. Shepard, Fred B. Wersing, Harold H. Fuller and Fletcher G. Forney were promoted to be sergeants to fill original vacancies. Private Gust Magnusson was made a corporal taking the place left vacant by the promotion of Sergeant Shepard. The promotion of Sergeants Wersing and Fuller created two vacancies in the grade of corporal which were filled by the promotion of Privates First Class Clarence G. Whittington and John Brown. Private First Class Alfred V. Woods was also made a corporal in place of Forney, who was made a sergeant. Original vacancies in the grade of corporals were filled by Privates First Class John L. McPherson, Raleigh E. Ramseyer, James R. Potter, Norman L. Holmes, Charles Ross, Alex E. Holcomb and Leonard

DOOMED FILIPINOS STILL UNWARE OF THEIR FATE



Hermogenes Alcantara (left) and Antonio Garcia (right). Alcantara stabbed a Filipino woman to death at Waipahu several weeks ago and was convicted by a Honolulu jury on a second trial, the first trial resulting in a hung jury. Garcia killed a Japanese at Honolulu Mill and was found guilty by a jury sitting in Judge Clem Quinn's court. Both men are to die on the scaffold at Oahu prison, October 12. Both murders are Filipinos.

Condemned Murderers May Learn Sunday That Govern- ment Has Decreed They Shall Die

SOMETIME within the next two days or so, probably Sunday morning, High Sheriff William Jarrett will "break the news" to the two Filipinos in Oahu prison.

Hermogenes Alcantara and Antonio Garcia, murderers, sit in cells opposite each other and separated by the steel barred corridor and the death watch. They can talk to each other if they like, but thus far they have remained silent most of the time.

Each day they are given their sep-

arate hours of exercise—not out in the open where those who obey the laws see the sunshine and hear the birds sing. They must march up and down the corridor accompanied by the guard. They will not see the sky again save for that brief moment on Friday morning, October 12, before the black caps are fitted.

Sheriff Jarrett will take the death warrant that the governor has signed when he goes to break the news.

"You see this paper," he will say. "The governor hana hana this. It speak you die."

Then he will tell them the date of the hanging as they sit there in the cells on each side of him. Both Filipinos understand English and an interpreter will not be needed.

Estimates of Uncle Sam's War Needs For 1917 Total 17 Million

WHAT FOR	From the American People	Average per Family
ARMY—Passed	\$2,684,531,887	\$134.22
ARMY—Pending	5,000,000,000	250.00
LOANS TO—Passed	3,001,063,946	150.35
ALLIES—Pending	2,000,000,000	100.00
NAVY—Passed	1,034,825,267	56.76
NAVY—Pending	100,000,000	5.00
MERCHANT—Passed	405,000,000	20.25
SHIPS—Pending	500,000,000	25.00
AVIATION—Passed: Army	640,000,000	32.00
AVIATION—Passed: Navy	45,000,000	2.25
DEPTS. AND MISC.—Passed	516,689,000	25.83
DEPTS. AND MISC.—Pending	176,893,000	8.85
POSTOFFICE	331,851,170	16.59
PENSIONS	160,000,000	8.00
PRESIDENT'S WAR FUND	100,000,000	5.00
FOOD CONTROL	152,500,000	7.62
INTEREST ON LOANS	70,000,000	3.50
WAR RISK INSURANCE	45,000,000	2.25
TOTAL—Passed and Pending	\$16,971,414,291	\$848.57

U. S. TO SEND ENGINES, CARS TO AID RUSSIA

WASHINGTON, Sept. 12.—Immediate aid in solving Russia's transportation problems will be given by the American government. Shipment of locomotives and cars to Vladivostok will be rushed across the Pacific in Japanese vessels and American railway men will be sent to serve as inspectors along the trans-Siberian railway.

The breaking down of Russia's transportation system has been one of her chief handicaps in prosecuting the war.

American officials are considering proposing to the Russian government that a section of the trans-Siberian line be turned over to a group of American railway men for operation. The Americans would train Russian crews, who would be distributed to other sections as fast as possible.

A. Jensen, and by Private Thomas D. Finch.

Major J. B. Douglas, the former department signal officer, has been relieved from his duties in this department and Captain Eugene A. Lohman detailed in his stead so now Captain Lohman is both captain of the company and department signal officer. This efficient officer took up his new duties at department headquarters this morning.

PHILIPPINES SUGAR TRADE SHOWS LOSS

WASHINGTON, D. C.—Figures of Philippine trade for the year ending June 30, 1917, given out by the Bureau of Insular Affairs, show an increase of \$6,000,000 in imports and \$10,000,000 in exports over the totals of the year preceding. Imports amounted to \$51,983,277 and exports to \$71,715,375. Of the imports 53 per cent came from the United States and 60 per cent of the exports were destined for this country. In the previous year the United States took only 47 per cent of the islands' exports.

Sugar is the only article among the leading exports of the islands which does not show a gain for the year. Both in quantity and value the sugar trade recorded a material decrease from the figures of 1915-16. The total shipments amounted to 269,425 tons, of which 110,540 tons came to the United States.

Lack of adequate shipping facilities and high freight rates from the islands to American ports are held responsible for the falling off in sugar exports to this country, as the crop was large this year and it is known that there are large stocks of sugar now held in the islands. Political disturbances and Japanese competition. It is explained, have prevented Philippine sugar from finding its customary market in China.

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NIPPON CAPTAIN ELUDES U-BOATS

Captain Shunro Yamamoto, commander of the Japanese steamer Yaitai Maru, now under custody of the French government, has been in submarine chases twice recently. Captain Yamamoto in his recent correspondence to the Kanagawa Steamship company of Kobe to which the ship belongs, tells a thrilling account of what he and his crew have experienced.

While the ship was between Brest and Havre June 12, she was chased by a U-boat which made her appear once a short distance from the Yaitai Maru. Wireless messages were dispatched in all directions reporting the peril. Meanwhile the Yaitai Maru sailed at full speed bound for Havre, exchanging shots with the submarine which was gradually gaining. On account of an incessant bombardment from the Yaitai Maru the submarine quit the chase.

While she was bound for Cardiff from Havre, the Yaitai Maru was again chased by a submarine July 11 in the English channel when the ship and the crew encountered a similar danger. Three shots were discharged at the Yaitai Maru in quick succession, and one of which penetrated the steward's quarters of the Yaitai Maru above her waterline, injuring several persons nearby.

Altogether forty shots were discharged from the Yaitai Maru before she successfully reached a point of safety.

HOUSE PASSES BILL FOR SUSPENSION OF COASTWISE MEASURE

What is taken as further indication that Honolulu is shortly to be deprived of its big passenger-carrying vessels under American registry is the cable report received from Washington last night that the house had passed the bill providing for the suspension of the coastwise shipping law. It is argued that with all the American vessels badly needed for transport and hospital service, the administration is already making plans for the continuance of the shipping in the Pacific by Japanese and Dutch steamers, as would be possible after the coastwise shipping act was suspended. This was predicted by Honolulu shipping men yesterday.

SHINYO BRINGS MANY PLANTATION WORKERS

With the Japanese parliamentary mission aboard, the Shinyo Maru arrived yesterday evening from Oriental ports. It was 4:45 o'clock when she came to anchor for the medical, customs and immigration inspection, but she was given pratique in a remarkably short time for a big steamer from the Orient and was alongside of Pier 7 by 6 o'clock. Here, however, a new passport regulation kept the passengers aboard for another hour.

The Shinyo had 880 tons of cargo for Honolulu, 25 cabin, 6 second cabin and 245 steerage passengers for Honolulu. About 100 of the steerage passengers were Filipinos brought here to work on the Hawaii plantations. For San Francisco there were 183 cabin passengers, 65 in the second cabin and 436 in the steerage.

PASSENGERS ARRIVED

By Mauna Kea from Hawaii and Hilo ports this a. m.:
From Hilo: Mrs. Tonda, Mrs. S. M. Rounsaville, Thomas Conroy, S. Nakamura, B. Tokioka, Mr. and Mrs. E. Loehr, M. Brash, Mr. and Mrs. F. Miyake, Rice, Master Sexton, Mrs. Philip Rice and maid, Mrs. E. A. Peck, Miss C. A. Short, D. Balile, Isaac Kani, J. Barker, P. Hopland, J. Kinney, J. F. Cires, J. F. Nobriga, C. Kudamoto, N. W. Aluli, H. P. Beckley, Miss N. Fern, Miss L. Kekumano, N. A. Darch, A. E. Glass, J. Luddecke, Albert Duvel, Mr. and Mrs. G. W. Patterson and two children, Miss C. N. Vernon, Mrs. G. F. Wren, Master Wren, F. A. Alexander, E. H. Norwood, Mrs. James Aloy, Mr. and Mrs. J. R. Ketter, J. R. Yates, Master Yates, Mrs. J. D. Andrews and infant, Miss Hilda Andrews, Miss H. Andrews, Miss T. Zibutsu, Mr. and Mrs. W. Lai Hip and infant, Miss Lai Hip, Miss C. Costa, Pete Chittien, Misses Sait (2), Dr. Hill.
From Mahukona: Mrs. H. P. Beckley and two children, Mrs. John Gribble, T. R. Robinson, R. Tinker, H. Ferreira, C. Henriques.
From Kawaihae: Mrs. C. S. Holloway, Sarah Kaanae, Mrs. Maria Fern, Samuel Baker, H. Lempeke, Dr. and Mrs. McAdory.
From Lahaina: Miss Kikuye, Miss M. Groves, Mr. and Mrs. George Bustard, Mr. and Mrs. Low D. K. Wilson, Haili Keahi, K. Tsuda, E. Waiahole, M. Rocha, Edgar Goldstone.

HARBOR NOTES

The schooner Marian sailed for Zamboanga yesterday.
The Inter-lake steamer Claudine departed for Maui at five o'clock last night.
The Oceanic steamer Sonoma arrived in San Francisco at two o'clock last Thursday afternoon.
The schooner Helene, Captain Lempeke, sailed from Port Ludlow for Honolulu last Thursday.
The Dutch cruiser Trompe, which sailed from this port September 17, arrived in San Francisco Thursday.

PASSPORTS GIVEN RIGID INSPECTION

For the first time since the beginning of the war, close inspection was made by federal agents of the passports of passengers arriving from the Orient in the case of the Shinyo Maru passengers, after the liner had docked at Pier 7 at 6 o'clock last night.

Heretofore only passengers arriving or passing through on Dutch steamers have had to have their passports declared perfect before they were permitted to land. As with the Dutch steamers, marines and a navy officer assisted the government agents in keeping the Shinyo passengers aboard until after the passport examination.

An amusing incident of the inspection was the thoroughness with which the marines carried out their orders to permit no one ashore until so ordered by the navy officials. A number of Honoluluans having business aboard the steamer had no difficulty getting aboard, but afterwards could not get ashore until the inspection was nearly over.

One of those held up by the marines for a moment or so was a Japanese official of the immigration station in uniform. Two others were the Phil Danks and Fred Halton of the promotion committee, who were held aboard for ten minutes longer than they wished, but were finally identified by a port official and allowed ashore.

MARINE INTELLIGENCE

By Merchants' Exchange
Kahului—Sailed, Sept. 28, Bkt. Benicia, Puget Sound.
Nanaimo—Steamed, Sept. 27, Str. Osago (ex. "Serapis"), Honolulu.
San Francisco—Arrived, Sept. 27, Dutch (r. Trempe, hence, Sept. 17, Port Ludlow—Sailed, Sept. 27, Sc. Helene, Honolulu.
San Francisco—Arrived, Sept. 27, 2 p. m., Str. Sonora, hence, Sept. 21.
Port Gamble—Sailed, Sept. 27, Sc. Robt. R. Hind, Honolulu.
Hilo—Steamed, Sept. 26, 6:30 p. m., Str. Mexican, San Francisco.

PORT OF HONOLULU

Arrived
Sept. 28, 1917.
Str. Shinyo Maru, from Yokohama, p. m.
September 29, 1917.
Str. Venezuela, from San Francisco, 9 a. m.
Str. Mauna Kea, from Hawaii and Maui ports, 6:30 a. m.
Departed
Str. Shinyo Maru, from Yokohama, 9 a. m.
Str. Claudine, for Maui, 5 p. m.
Schr. Marian, for Zamboanga, 9 a. m.
Sail Today
Mauna Kea, for Hilo, 3 p. m.
Due Tomorrow
Str. Mikahala, from Maui and Molokai, a. m.
Str. Kinan, from Kauai, a. m.
Str. Claudine, from Maui, a. m.
Sail Mon-day
Str. Claudine, for Maui, 5 p. m.
Due Tuesday
Str. Mauna Kea, from Hawaii, a. m.
Sail Tuesday
Str. Kinan, for Kauai, 5 p. m.
Due Wednesday
Str. Mauna Kea, from Kauai, a. m.
Sail Wednesday
Str. Maui, for San Francisco, 10 a. m.
Due Thursday
Str. Ecuador, from Yokohama, afternoon.
Str. Mauna Kea, for Kauai, 5 p. m.
Sail Thursday
Str. Mauna Kea, for Kauai, 5 p. m.
Vessels in Port
Sgt. Keestrel, from Fanning Island, August 28.
Schr. Janet Carruthers from Vancouver, Sept. 12.
Str. Maui, from San Francisco, Sept. 26.
Ship Red Jacket, from Nanaimo, Sept. 26.
Mtr. schr. Marguerite, from coast, Sept. 27.

The following sugar is waiting shipment on Hawaii.
Olau, 17,572; Waialea, 25,000; Hilo Sugar Co., 24,600; Onomea, 6,578; Pepeekeo, 326; Hakalan, 56,289; Laupahoehoe, 6,150; Kailua, 6,893; Kapaeha, 6,905; Hanalei, 6,516; Punahele, 13,241; Honokaa, 3,500; Punaluu, 3,847; Honuapo, 2,900.

PASSENGERS EXPECTED

Leaving San Francisco, October 4, by the Matson steamer Matsuno:
William Arlett, Mr. Atkinson, J. H. Neustadt, R. B. Abrams, Miss Mildred Merryman, Miss Belle Piller, Mr. Vitousek, C. L. Marlenee, S. S. Peck, M. M. Phinney, Miss Arlett, Mrs. Sarah E. Lockwood, Mrs. F. T. Warner, R. Buckner, Mrs. P. Rayner, Kim Tong Ho, D. E. Mooney, D. R. Powell, Miss Peane, Mrs. W. C. Noware, T. J. McGrath, Mrs. R. W. Anderson, Dr. R. W. Anderson, R. Buckley, Mrs. F. Halstead, Mr. Gartley, Miss Ruth Gartley, F. S. Bigsby, Mrs. Scott, Mrs. A. C. Wall, E. M. Kitchen, V. L. Tenney, L. A. Kerr, G. Schuman, Miss Ella Wight, W. L. Frazee, Harry Burnett, L. L. Loubourrow, Miss Catherine F. Killion, Miss B. H. Cornelius, Mrs. E. F. Brumfield, Mrs. Vitousek and infant, Mrs. C. L. Marlenee, W. R. Johnson, T. Horl, Miss Irene Grabe, Mrs. Stephanie Phinney, Miss Alvena Flyer, Stanley R. Kelly, Miss Dorothy Sacks, Miss Florence L. Bretch, Mrs. D. E. Mooney, Mrs. D. R. Powell, Miss Macfarlane, H. D. Noware, H. Boister, Miss Ruth Anderson, C. A. Wood, F. Halstead, C. R. Smeade, Miss Eleanor Gartley, Mrs. Jarrett Thomas Lewis, C. J. Mettler, Mrs. F. S. Bigsby, Dr. A. C. Wall, Miss Lillian Scott, Mrs. J. R. Zimmerman, Miss E. McCristian, Mrs. G. Schuman and Dr. C. B. Cooper.

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OAHU RAILWAY TIME TABLE

OUTWARD
For Waianae, Waialua, Kahuku and Way Stations—9:15 a. m., 4:30 p. m.
For Pearl City, Ewa Mill and Way Stations—7:30 a. m., 9:15 a. m., 11:30 a. m., 2:15 p. m., 4:20 p. m., 5:15 p. m., 7:30 p. m., 11:15 p. m.
For Wahiawa and Lihue—11:20 a. m., 2:40 p. m., 5:00 p. m., 11:30 p. m.
For Lihue—16:00 a. m.
INWARD
Arrive Honolulu from Kahuku, Waialua and Waianae—8:36 a. m., 5:30 p. m.
Arrive Honolulu from Ewa Mill and Pearl City—7:45 a. m., 8:36 a. m., 11:02 a. m., 1:38 p. m., 4:24 p. m., 5:30 p. m., 7:28 p. m.
Arrive Honolulu from Wahiawa and Lihue—9:15 a. m., 1:52 p. m., 3:59 p. m., 7:13 p. m.
The Haleiwa Limited, a two-train (only first-class tickets honored), leaves Honolulu every Sunday at 8:30 a. m. for Haleiwa Hotel, returning arrives in Honolulu at 10:10 p. m. The Limited stops only at Pearl City, Ewa Mill and Waianae.
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TIDES, SUN AND MOON.

Date	High Tide	Low Tide	High Tide	Low Tide	Sun Rises	Sun Sets	Moon Rises	Moon Sets
Sept. 24	10:41	2:0	11:13	2:10	6:33	5:50	5:59	0:21
" 25	11:32	2:1	12:04	2:50	6:51	5:51	5:49	0:21
" 26	12:25	2:1	0:20	7:34	5:19	5:51	5:49	1:24
" 27	1:13	2:1	1:11	8:03	6:31	5:51	5:48	2:33
" 28	1:55	2:0	1:55	8:30	7:35	5:51	5:47	3:38
" 29	2:37	1:8	2:40	9:00	8:35	5:52	5:46	4:35
" 30	3:23	1:9	3:16	9:29	9:33	5:52	5:45	5:35

Full moon, Sept. 20, at 10 a. m.

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